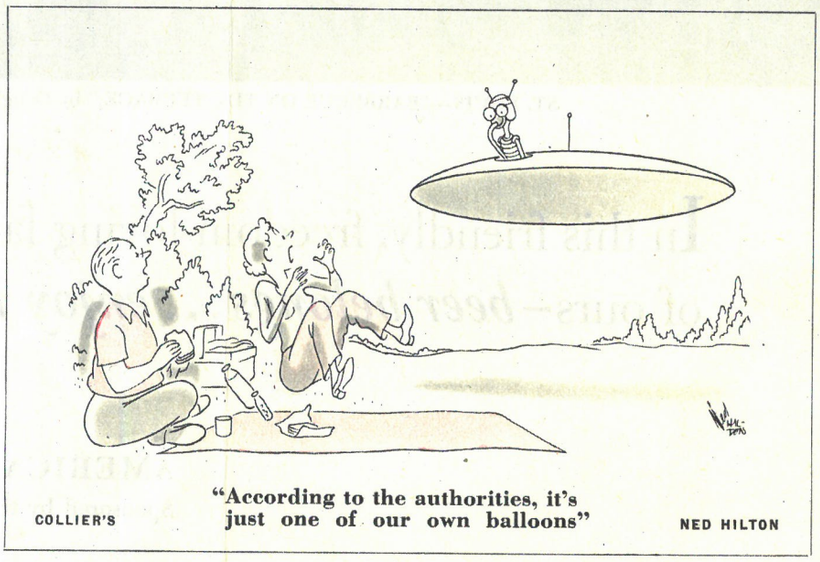


COLLIER'S

"According to the authorities, it's just one of our own balloons"

NED HILTON

Collier's for May 5, 1951

What You Can Believe About Flying Saucers

By SIDNEY SHALETT

Science growls "Bunk!" But in nervous times like these the air-borne disk scare can—and probably will—flare up again. If you see a "saucer," just do what Air Chief Vandenberg did.

CONCLUSION

THE men who constitute the high command of the United States Air Force do not believe in flying saucers, disks, space ships from Mars—or Russia—which citizens of the United States have been reporting with increasing frequency since the atomic age burst upon the world. But they are not surprised that people are seeing them. The Air Force generals have seen saucers themselves—or, rather, what would have passed for saucers with less knowledgeable observers. No one knows better than an experienced airman what strange tricks the sun, stars and senses can play upon you in the wild blue.

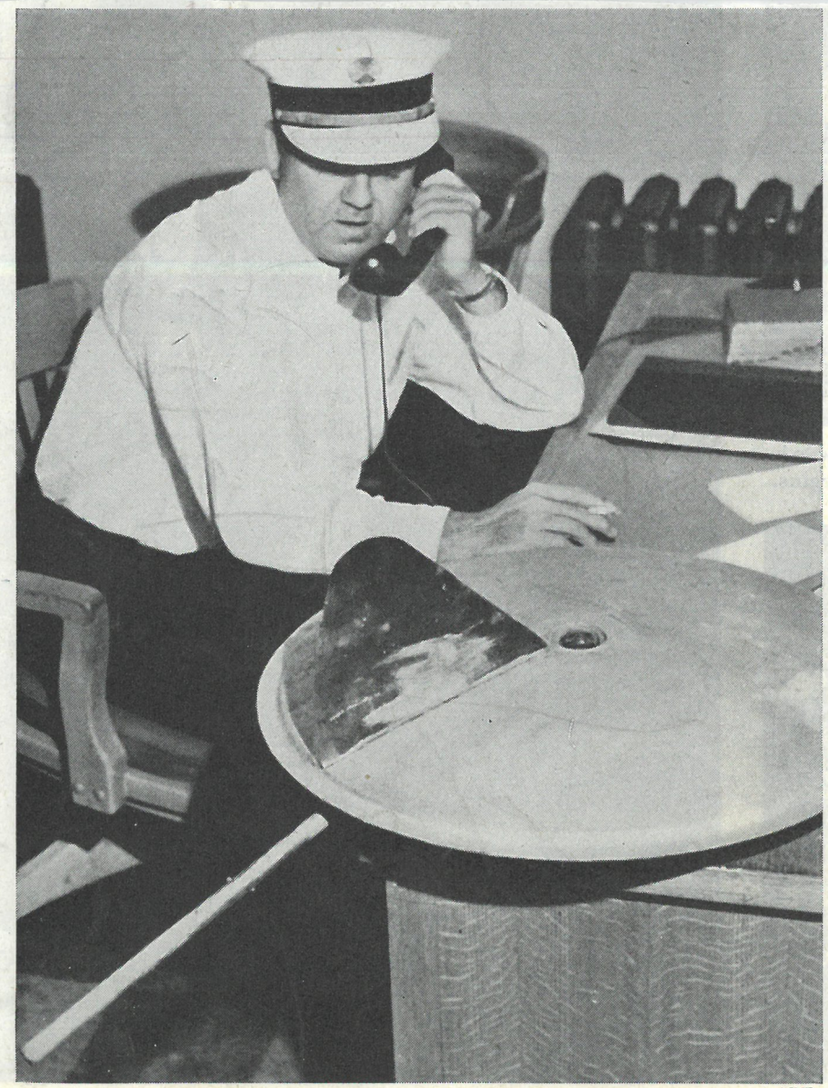
Less than a year ago, Gen. Hoyt S. Vandenberg, the Air Chief of Staff, who was responsible for the decision to set up an Air Force project to sift the saucer reports, was piloting a B-17 bomber on a night flight when a strange, disk-shaped, lighted object streaked by somewhere over to his right. If the general had rushed into print with his experience, it would have been another incident in the Great Flying Saucer Scare. Instead of getting rattled, he just experimented a bit by moving his head at different angles, and, sure enough, he could reproduce the saucer at will. It was merely a reflection of a ground light on his window.

Lt. Gen. Lauris Norstad, who has served both the Air Force and Army as director of Plans and Operations, was flying back from Maxwell Field one night when both he and his copilot noticed a strange large object pacing them above. It failed to answer their identification signals. A little calm reconnaissance, however, established that the aircraft was nothing but the reflection of a star on a cloud.

Other generals have been bewildered—but not for long—by highly realistic illusions from ground air beacons and searchlights. Even Col. H. M. McCoy, who heads up the intelligence division at Air Matériel Command headquarters at Wright-Patterson Field, Dayton, Ohio, where saucer reports are screened, once thought he saw a disk while flying a P-51 fighter in broad daylight. It turned out to be a glint of sunlight from the canopy of another distant P-51.

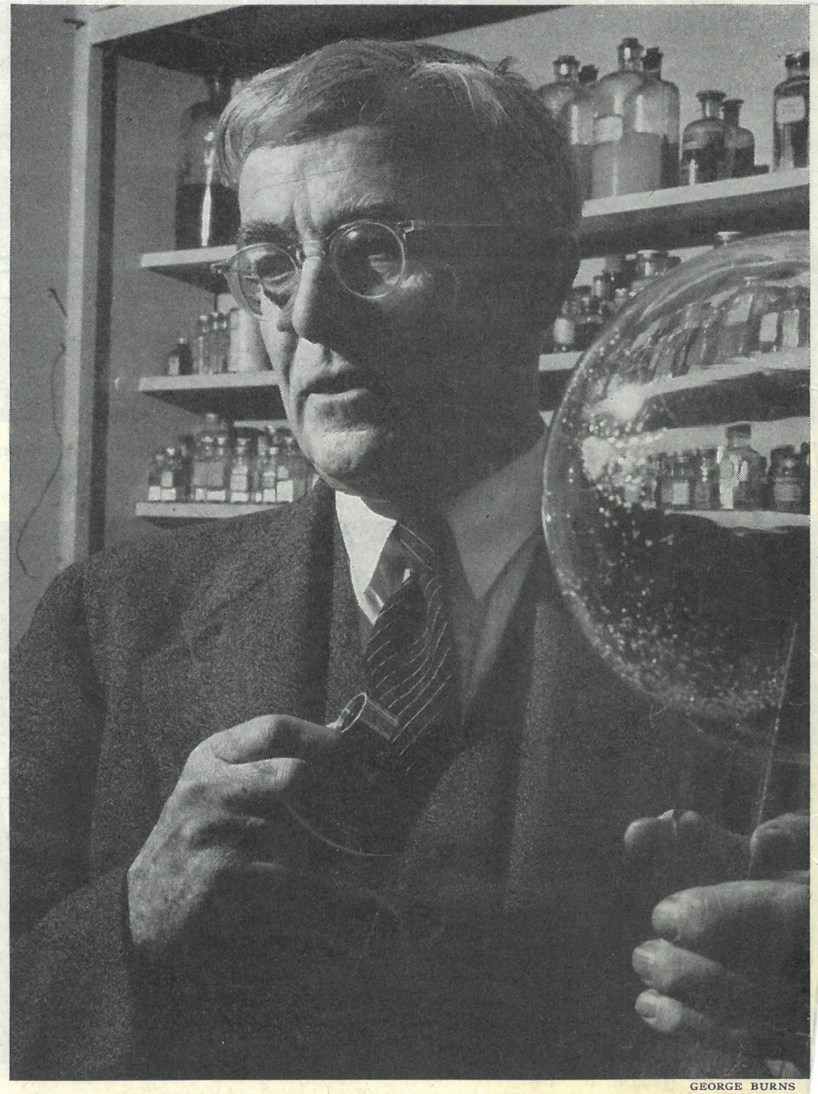
Lt. Gen. Curtis E. LeMay, now the tough-minded Strategic Air Command boss, was particularly rough on saucer reports when he headed up the Air Force's research-and-development program at the height of the scare. He put his weather expert on the trail, and substantial proof was uncovered that one out of six of the then current crop of reports could be traced to a certain type of aluminum-covered radar-target balloon then in wide use. LeMay said nothing for publication, but soon thereafter, when a certain lieutenant colonel gave out a lulu of a story on how he, too, had seen flying saucers, the general rebuked him blisteringly by telegram . . . and sent it collect.

Gen. Carl Spaatz, the retired Air Chief, is another who gets indignant when he thinks of saucer hysteria. "If the American people are capable of getting so excited over something which doesn't exist," Spaatz told me, "God help us if anyone ever plasters us with a real atomic bomb." He added, "I can tell you unequivocally that the reported sightings of so-called saucers were completely unconnected with any form of *(Continued on Page 184)*



ACME

Among the many hoax "saucers" was this fraud found in a North Hollywood yard. It was made of galvanized iron, a radio tube, a piece of pipe.



GEORGE BURNS

First to point out the planet Venus illusion, Nobel Prize scientist Langmuir says no real proof of "saucers" exists. His friendly advice: "Forget it."

WHAT YOU CAN BELIEVE ABOUT FLYING SAUCERS

(Continued from Page 36)

secret research that the Air Force was conducting during my term as Chief of Staff."

It is no secret, of course, that the Russians are experimenting with supersonic aircraft and guided missiles just as we are. But if any of the things which have popped up over America for a few seconds or minutes are Soviet gadgets, the cold brain of Air Intelligence—which painstakingly sifts reports—would like to know how they do it and then return to home base without being seen by more people. It also is reasonable to wonder why, out of more than 250 reported saucers, not one has crashed so we could lay hands on a tangible bit of evidence; so far, Air Intelligence does not have so much as one loose nut off any unexplained object to examine.

The officers and technical experts assigned to Project Saucer—a nickname for the top-secret Air Force investigative effort—sometimes get to feeling they're living in a dream world, so utterly unfettered and mysterious are some of the reports they are assigned to evaluate. One of the most fanciful came from a Montana man who wrote in to tell of sighting a large, blue-white ball that had beamed a bright light at him. "I am perfectly sincere and do not drink," the Montanan said, "so the foregoing is absolutely the truth."

An Army pilot at Dayton, Ohio, had three or four teardrop-shaped objects come so close to his plane that he had to duck to avoid collision. Asked to describe them, he replied, "Take about one half gallon of water and dump it two hundred yards in front of an approaching aircraft about two hundred feet above it, with the water taking the shape of a teardrop ——" In San Francisco, an aviation student strolling in Golden Gate Park said he was attacked by a mysterious light "like an electric arc," which seemed to have the power to "lower my hand like a sack of shot"; he said he had delicate skin and that it even left a bruise on him.

One of the main solutions to the reported phenomena lies in the aero-medical field. Both Air Force and Navy aero-medical experts have prepared volumes of research findings, spelling out in detail how vertigo, hypnosis and other sensory illusions affect pilots traveling at high altitudes and extreme speeds.

Vertigo is a loose term used to describe a condition of dizziness and stupor which pilots themselves call "the leans." Case histories set down by the Navy's School of Aviation Medicine at Pensacola have established that vertigo and self-hypnosis brought on by staring too long at a fixed light have caused pilots to dogfight with stars, to mistake ground lights for other aircraft, flying saucers or what not, and to have outright hallucinations about things which weren't even there.

Wright Field aero-medical experts confirm these findings. In general, they feel that when a flier starts chasing an illuminated weather balloon or a star, and vertigo or hypnosis sets in, the pilot can come down and practically tell you how many rivets were on the nose of that Martian space ship.

The trouble with all the logical explanations, however, is that the person who has had, or thinks he has had, a sufficiently vivid encounter with a saucer is absolutely certain none of those explanations can apply to him. And in a number of the cases it is pretty hard to apply any of the logical explanations to the reported facts. You have to keep reminding yourself that even an experienced pilot laboring under strain and excitement finds it difficult to judge distances, altitudes and speeds accurately.

One particularly baffling case was the encounter of twenty-five-year-old George F. Gorman, of Fargo, North Dakota, a second lieutenant in the North Dakota Air National Guard, with an apparently disembodied and soundless white light that could climb, swoop and outmaneuver any jet plane now operating. I flew to Fargo to interview Gorman.

Gorman, a native of Fargo, is an employee of a farm-machinery company. He bears a good reputation for veracity and personal habits. During the war he instructed French flying cadets. He is articulate and above average intelligence. He has had several years of college education, and describes himself as an amateur student of Freud, physics and other subjects. Gorman insists he was not particularly conscious of the flying-saucer craze at the time of his reported experience, October 1, 1948, though the saucer excitement had been bubbling since June of the previous year.

At nine o'clock that evening, Gorman, who had been flying with his outfit, the 178th Fighter Squadron, decided to take a turn over the local stadium and watch a night football game which was in progress. The other planes landed, leaving him alone in the air in a fast P-51 fighter. He had been watching the game for about five minutes, which perhaps is significant. The aero-medical people would hold that concentration on the floodlights for that period might bring on vertigo or autohypnosis, but Gorman told me emphatically he was certain the lights had not disturbed his vision.

He first saw the light pass over the football field. He was at 4500-feet altitude and the object, he said, was "a little below." It was "a small ball of clear white light, with no physical form or shape attached." It was perhaps six to eight inches in diameter, Gorman figured. It seemed to be making about 250 MPH at an altitude of 1000 feet. The light varied in intensity; it never was extremely bright and it blinked on and off.

To his surprise, he couldn't overtake it. He pushed his speed up to the limit, but the thing, which he thought had been traveling relatively slowly, exceeded him by at least 160 MPH. It seemed to Gorman, he said, that the light could outmaneuver and outrace him, though several times during the twenty-seven minutes he "fought" with it, he thought he came fairly close to the object. At one point he determined to ram it. He made a head-on pass, but lost his nerve and dived under it. During this pass, the object passed not more than 500 feet over his canopy, he estimated.

Later, the object initiated a pass at Gorman—"I had the distinct impression that its maneuvers were controlled by thought or reason," he said—and he tried to ram it again. This time it pulled up and streaked to 14,000 feet, with Gorman following. He said that he blacked out several times during the violent maneuvers, but not for long. He also said he eventually climbed to 17,000 feet without oxygen, but is certain it did not make him groggy. Vertigo, he stated, was "absolutely out of the question."

The object finally pulled away from him, climbing straight up until it was out of sight, Gorman said. Gorman was in touch with the Fargo airport tower during the encounter, broadcasting an account of his dogfight with the light. His story has partial corroboration. A sixty-seven-year-old flying grandfather, Dr. A. D. Cannon, an oculist, was in the air at the time in his plane. Cannon and a passenger, Einar Neilson, also had flown over the floodlighted football field. They saw a light in the air. It was "moving fast," Doctor Cannon said, and he thought it might be a Canadian

"I'm going to have them throw the book at me."

that will streak off the earth at 25,000 miles per hour or so and start circling in our orbit. Though we have not yet produced the rocket-to-the-moon and the homemade satellite, it is small wonder that harassed humans, already suffering from atomic psychosis, have started seeing saucers and Martians.

Perhaps the most outspoken foe of the flying saucer in the United States is Dr. Irving Langmuir, the distinguished scientist and Nobel Prize winner. Doctor Langmuir, associate director of General Electric's Research Laboratory at Schenectady, has spent a lifetime debunking what he calls "pathological science"—that is, untruthful scientific theories which were carelessly accepted as truthful until someone came along to prick a hole in them—and he lumps saucers in this category. He also happens to be a member of the Air Force's Scientific Advisory Board. Though Doctor Langmuir speaks on saucers in his nonofficial capacity as a scientist, he has given the Air Force an earful on the—as it appears to him—absurdity of it all.

Doctor Langmuir was one of the first to point out that Venus was close to its peak brilliance the day an unfortunate National Guard pilot killed himself chasing a saucer in Kentucky. When shown a picture that someone took of a heel-shaped "saucer" flying over Phoenix, Arizona, he acidly inquired if anyone had taken the trouble to determine whether there was a violent squall over Phoenix that day.

"To me," he said, "the picture has all the scientific aspects of a piece of tar paper, or a torn blanket, or a collapsed balloon, tossing in a high wind.

"One of the characteristics of a thing that isn't so," Doctor Langmuir continued, "is the impossibility of bringing it out into the open. If a man tells me that two and two equal five—or that he has seen a flying saucer—I don't feel I have to prove he is wrong. I feel the burden is on him to prove that he is right."

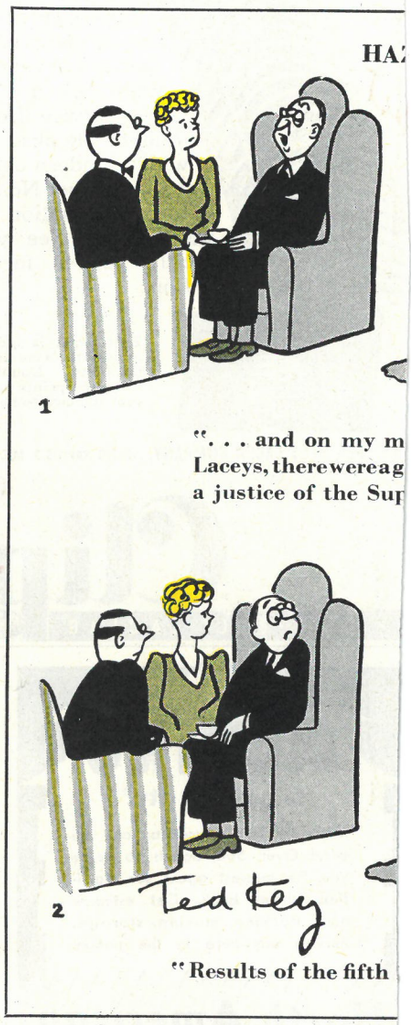
I asked Doctor Langmuir what he would advise the Air Force to do about flying saucers. He snapped his answer, "Forget it!" The Air Force, I suspect, would like to forget it. But then something new comes along like the strange adventure of two Eastern Air Lines pilots with what seemed to be a flame-shooting, double-decker space ship, and Wright Field has to send out another team of investigators.

Of all the so-called saucer stories, the most difficult to rationalize is the account of what Eastern Air Lines pilots Clarence Shipe Chiles and John B. Whitted said they saw twenty miles west of Montgomery, Alabama, on the morning of July 24, 1948. At 2:45 A.M., the two men were flying a DC-3 airliner into Atlanta, Georgia. Chiles, a thirty-one-year-old Tennessean, wartime lieutenant colonel and former commanding officer of the Air Transport Command's Ascension Island base, was captain of the ship. He has had 8500 hours in the air and has flown more than 1,000,000 miles. Whitted, a thirty-year-old North Carolinian, a wartime pilot of B-29 Superfortresses, was his copilot.

Chiles and Whitted told me their story during an interview I had with them in Atlanta. "We were flying at five thousand feet on VFR—visual flight rules," said Chiles. "That meant we were even more alert than normally for stray aircraft, for we were on our own rather than at a specified altitude assigned by the CAA.

"I saw the thing first. 'Here comes a new jet job!' I yelled to John. He saw it too. Then we knew it was like no jet job we'd ever heard about. We had five to ten seconds to look at it. The moon was full and the object came quite close—not more than a mile away, I thought, and John here thought it was even closer. It was traveling on a southwesterly course—exactly opposite to our direction. Its velocity, allowing for our own air speed, could have been anywhere from five hundred to seven hundred miles per hour—I'm sure it was faster than any jet I've ever seen flown."

Despite the flashing speed with which the airliner and the reported object would have passed each other, both pilots noted a wealth of details.



They agreed the object was at least 100 feet long. Chiles thought the fuselage was somewhat more streamlined than that of a B-29. Whitted, on whose side of the cockpit the object passed, thought it was nearly twice the diameter of a Superfortress. But the hair-raising thing to them, they said, was that the thing looked like a plane, flew like a plane, but had no wings.

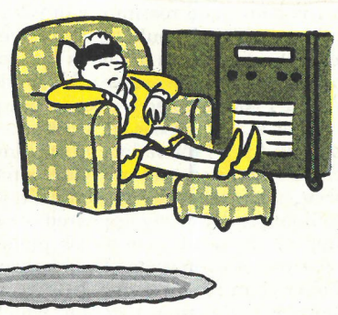
"We couldn't have been mistaken about it—the illumination from both the moon and the thing itself were too good for that," Chiles continued earnestly. "There were two rows of windows, or 'breathers,' along the fuselage. A highly intense white light—it was much too bright to be used for interior illumination, so it may have been from a power plant—came through these windows. And a fluctuating blue flame danced along the belly of the thing. From an exhaust in the tail of the object came a trail of red-orange flames that shot out for some fifty feet."

Chiles and Whitted agree on the above details. Chiles also paid particular attention to the nose of the thing, and observed that it had a radarlike

protrusion from its snout that "looked like a swordfish," and that there were four to six metallic-looking objects in front that resembled streamlined windshields, or louvers.

As soon as the thing had disappeared, by pulling up sharply and climbing, Chiles and Whitted said, they started gaping at each other. They said they couldn't believe it. Chiles went back in the darkened interior of the plane and started asking the passengers if they'd seen anything. Apparently, the only one who had been looking out of the window at that hour was Clarence L. McKelvie, of Columbus, Ohio. He had seen a bright streak of light whiz by the window, but had observed no form

ZEL



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THE SATURDAY EVENING POST

race at Jamaica . . . "

or details. He told Air Force investigators that Chiles seemed genuinely excited when he came back into the cabin.

Chiles and Whitted still say they do not know what to think; they say they are certain that they were not suffering from hallucinations and that what they saw was a manufactured object—not a meteor—and unlike any aircraft or missile known to them. They immediately checked with the nearest control tower to ascertain if there were any commercial or Army aircraft in their vicinity, and were told there were not. The Air Force has confirmed it had nothing flying in the area at the time.

Both men are married and fathers. They had nothing to gain by their story, for it was bad publicity. Neither has tried to profit by the incident, nor were they responsible, so far as I could learn, for the story being given out to the newspapers. Chiles told me he didn't even report the incident to his superiors until the middle of the next day, and that he did so then only because he was worried that if the Army had any experimental craft flying in those lanes it might collide with some airliner.

The high command and the research-and-development chiefs of the Air Force gave me unequivocal assurance that nothing tested at Eglin Field, which is 130 miles to the south, possibly could answer the description of the Chiles-Whitted object. Not even the slow V-1 buzz bomb has been launched from there within the past two years, they said. They also pointed out that a guided missile does not perform in the manner described by the two pilots, and that a V-2 rocket would travel so fast they couldn't have seen it from their cockpit. As for aircraft, they said, maybe a wingless fuselage could fly, but it would have to have nothing short of atomic power to lift it from the ground.

While the Air Force finds it difficult to believe that the heavens are populated with inexplicable skimming saucers, diving disks, bounding balls or spooky space ships, even when the testimony comes from such excellent witnesses as pilots Chiles and Whitted, it does want to know about such things.

So, if you're standing out in your back yard or flying your plane some afternoon or evening, and see one of these things in the sky, here is what the Air Force would like to have you do: Before running for the telephone to call your favorite newspaper, take some mental notes on what and where the object is, and what it is doing. If possible, try to estimate how far it is from you by making comparisons with some fixed object, such as a town or mountain. If there is a mountain handy, you may be able to make some guess as to the object's altitude. Try to estimate its apparent angle above the horizon; if you're viewing it from the ground, hold your arm straight up—that's ninety degrees—and guess the angle of the object in relation to the ninety-degree mark. Try to estimate its size; if you have a rough idea how far you are from it, you can get a "fix" on its size by holding up a dime—or any small object, such as the blunt end of a pencil or the tip of your thumb—and seeing how much of the object is obliterated by the dime.

Take a photograph or make a sketch if you can; if not, remember all you can about its appearance and whether it has any protuberances. Carefully note its color and whether or not it reflects or projects any lights. Note what maneuvers it engages in and what it appears to be made of; whether it makes any sound, spurts flames, sparks or smoke or gives out an odor. If it is in horizontal flight, try to estimate its speed by timing how long it takes to travel between two points. Note weather and cloud conditions, and observe how it disappears—whether it explodes, fades or vanishes behind clouds. And, of course, if it is obliging enough to crash or shower down any fragments in front of you, by all means secure the pieces—if they seem harmless.

Then sit down and write a letter containing all this information to Technical Intelligence Division, Air Matériel Command Headquarters, Wright-Patterson Air Force Base, Dayton, Ohio. At the same time, maybe you'd better buttress yourself with an affidavit from your clergyman, doctor or banker.

If you've really seen something and can prove it, you may scare the wits out of the United States Air Force, but it will be grateful to you.

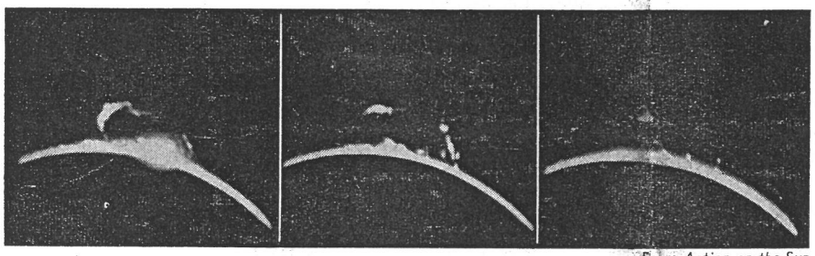
Editors' Note—This is the second of two articles by Mr. Shalett.

SCIENCE

15,000 Scientists Time 1/9/50

New Yorkers got a good idea last week of what scientists look like. Fifteen thousand of them converged on Manhattan for the 116th convention of the "Triple-A S" (American Association for the Advancement of Science). They were predominantly male, on the average surprisingly young (thirtyish), and anything but grave. They streamed from meeting to meeting, interrupted the speakers, held sub-conclaves in corners. Even a casual glance at the Triple-A S gave proof that U.S. science is on its toes, confident and properly concerned with running down facts.

Only a few of the 2,100 papers presented were general enough to interest the general public. One of the most striking was a movie on the churning, boiling surface of the sun, shown by Harvard's Dr. Donald H. Menzel. Taken through a special telescope at Climax, Colo., the pictures showed enormous filaments of luminous gas spurting out into space (*see cut*).



From *Action on the Sun*

SOLAR PROMINENCES (FROM MENZEL'S MOVIE)
Off the churning surface, into space.

One subject looked tough, even to the A.A.A.S. In a secluded auditorium the mathematicians, happily browsing among stochastics and open Riemann surfaces, were cornered by reporters who wanted to know the exact meaning of Einstein's Super-relativity (TIME, Jan. 2). The mathematicians queried took to cover.

Visitors from Venus

The flying-saucer yarn was much too good to die young. Last week the U.S. was abuzz again with rumors about mysterious aircraft flitting around the sky. Latest rumor, presented as truth by the current issue of *True* magazine: "For the past 175 years the planet Earth has been under systematic close-range examination by living, intelligent observers from another planet." *True's* article set out to prove that the flying saucers carried interplanetary scouts who may have studied the earth's customs.

Hundreds of newspapers repeated this fascinating *True*ism; Frank Edwards, Walter Winchell, Lowell Thomas and other radio commentators trumpeted it over the air. Denials from Washington had little effect, though an Air Force spokesman stated: "Air Force studies of 'flying saucers' lend no support to the view that they may come from another planet."

The gaudy rumors were already well launched before *True* came into the picture. Four months ago, Los Angeles heard that rocket tests at White Sands Proving Grounds were being watched from above by interplanetary interlopers. Repeated from mouth to mouth with amplification and new twists, the story got fancier.

Unearthly Tongue. Some time ago, according to one version, a large space ship crashed in flames in New Mexico. Its 15 crew members were burned to a crisp, but luckily some of its instruments remained intact. One was a radio receiver, over which at short intervals came cryptic messages in an unearthly tongue.

While U.S. observers were studying the wreck, the story went, a second space craft crashed near by. Both of its two occupants were killed, but one of their bodies, thrown free, was found in good condition. The interplanetary visitor was about three feet tall and a bit primitive, even monkeylike, in appearance. His body was rushed to the Rosenwald Foundation in Chicago for expert examination.

Pressurized Prisoners. This fanciful tale was hardly in circulation when a bigger & better version caught up with it. The space ship's space men were not dead at all. Fifteen of them had been captured alive. They would not, or could not, talk (as earthbound creatures know talking), but one of them obligingly drew a map of the solar system and pointed to the second planet from the sun. Thereupon, at the suggestion of a smart Earthling, all the prisoners were hastily placed in a pressurized chamber filled with carbon dioxide to simulate the atmosphere of Venus.

The Air Force did not bother to deny this fantastic story. It repeated vehemently that no reported flying saucer had ever proved genuine. And it disbanded its Project Saucer, a group with headquarters at Wright Field, Ohio, that had been investigating all flying-saucer reports. Apparently its continued existence encouraged the growth of rumors by suggesting that there might be something back of them, after all. It was announced last week that Project Saucer's files including pictures (none of them genuine flying saucers) would be placed on public exhibition in the Pentagon. From now on, said the Air Force, its only similar activity would be the conventional military watch for unidentified flying objects which might enter the U.S. air from some other earthly country.

Truely Yours

● tell it to TRUE ● 67 West 44th St. ● New York 18, N.Y. ●

Flying Saucers

Mr Keyhoe has given this planet a *keyhole* view of the future. . . . I have been a newspaperman all my life, past 50 now, but the story is really the most interesting and thought-inspiring I have ever read. . . . Even in grade school when I first read about astronomy, and ever since, I have dreamed of living to see the implications of this article come to pass. . . .

—Robert M. Campbell, San Diego, Calif.

In your articles about the flying saucers [*Jan.* and *Mar.*] a very probable explanation has been left unmentioned: that the saucers were built here on earth by a small society of scientists, financed perhaps by some science-minded millionaire.

The notion that such research requires billions of dollars and the prestige of great nations fails to take into account the bungling, politics and graft, as well as espionage and counter-espionage activities, that consume almost the entire amount of any public grant for scientific research.

A small group of independents would not feel obligated to reveal their findings. . . . We have shown no indication that we can be trusted with knowledge, but seem to want to build a machine that will blow us all into oblivion. *—Nathan L. Smithson, Chicago*

Donald E. Keyhoe and Commander McLaughlin will, without a doubt, have great repercussions from their theories pertaining to the flying saucers. People of this so-called modern era are not prepared to accept such "fantastic and radical" ideas.

Spencer once said: "There is a principle which is a bar against all information, which is proof against all argument, and which cannot fail to keep a man in everlasting ignorance. That principle is condemnation before investigation."

—Rudy A. Fahlbusch, North Chicago, Ill.

The best question I've heard on it yet: "If they are one thousand years ahead of us, what is *their* national debt? Bill Atkinson said it, not me.

—Bud Manning, Des Moines, Ia.

Confidential, Please!

This may or may not come as news to you now, but there are four pictures in existence of a Flying Saucer. They were made over a year ago. The Saucer was absolutely round, with an apparent airfoil cross-section. . . . If you want those photos, and if I stick my neck out to get copies of them, am I guaranteed your protection? . . . *—T. L. (no address)*

That you are, T. And anyone else having bonafide photos of a flying saucer.—Eds.

Flying Thoughts

Congratulations on the Dunninger article *(Feb.)* I have been telling my friends for years that not being able to explain his act doesn't prove that he is telepathic. Now, at least some of the skeptical ones can be convinced, but I am afraid that many people, having seen the act, will nevertheless be unconvinced, a tribute to their credulity. These are the horoscope buyers who believe in banshees, werewolves and "dark strangers."

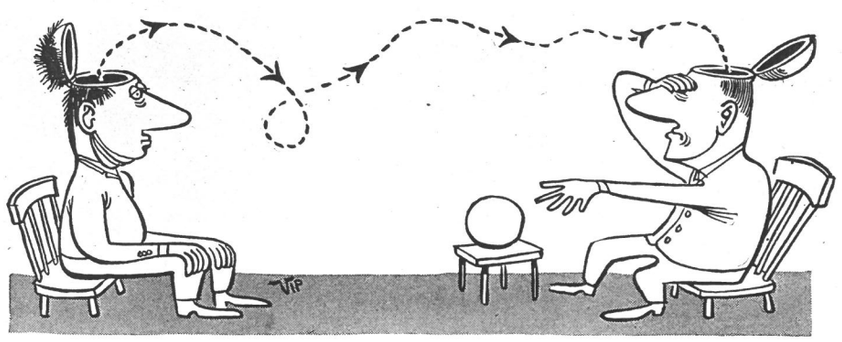
—Roy Morser, Williamsburg, Va.

I noticed the article about Dunninger. Well, I believe and know that mindreading isn't an impossibility at all. I was born with a veil. I do mindreading of my friends, but they never know it.

I find mindreading very easy among my acquaintances. I don't know whether I could read a stranger's mind or not. It's very interesting work, but I find out a lot I wish I never knew.

I have been told I could read cards, and mindreading goes along with card reading. I never learned to read cards, but I have had card readings a lot of times. They never miss to tell me about all there is to know. I am sorry for Mr. Dunninger if he is on the right track. *—A. J. T., Santa Fe, N. Mex.*

[*Continued on page* 6]



COPY OF ARTICLE IN SMALL MAG, DIGEST SIZE, PAGE 78 and 79. sent by John Phillip Bessor and asked to be returned.

G H O S T A R M Y O F T H E C I V I L W A R

A remarkable phenomenon was witnessed a few miles west of Lewisburg, Greenbriar County, Va., on the 1st of October, 1863, about three o'clock P.M., by Mr. Moses Dwyer, who happened to be seated on his porch at the time, as well as by others at or near the house.

The weather was quite hot and still; not a cloud could be seen; no wind even ruffled the foliage on the surrounding trees. All things being propitious, the grand panorama began to move. Just over and through the tops of the trees on the adjacent hills, to the south, immense numbers of rolls, resembling cotton or smoke, apparently of the size and shape of doors, seemed to be passing rapidly through the air, yet in beautiful order and regularity. The rolls seemed to be tinged* on the edge with light green, so as to resemble a border of deep fringe. There were apparently thousands of them; they were perhaps an hour in getting by. After they had passed over and out of sight, the scene was changed from the air above to the earth beneath, and became more intensely interesting to the spectators who were witnessing the panorama from different standpoints.

In the deep valley beneath, thousands upon thousands of (apparently) human beings (men) came in view, travelling in the same direction as the rolls, marching in good order, some 30 or 40 in depth, moving rapidly - "double quick" - and commenced ascending the almost insurmountable hills opposite. They had the stoop peculiar to men ascending a steep mountain. There seemed to be a great variety in the size of the man; some were very large, whilst others were quite small. Their arms, legs and heads could be distinctly seen in motion. They seemed to observe strict military discipline, and there were no stragglers. There was

uniformity of dress, white blouses or shirts, with white pants; they were without guns, swords or anything that indicated 'men of war.' On they came through the valley and over the steep road, and finally passing out of sight in a direction due north from those who were looking on. Four others (respectable ladies) and a servant girl witnessed this strange phenomenon. On the 14th instant the same scene, almost identical, was seen by 8 or 10 of the Confederate pickets at Runger's Mill, and by many citizens in that neighborhood; this is about 4 miles east of Percy's. It was about an hour passing.

The foregoing account is copied verbatim from page 373 of "The Civil War in Song and Story", by Frank Moore. P.F.Collier, Publisher, 1889. Furnished through the kind efforts of John Philip Bessor, 419 W. Newcastle Street, Zelienople, Pa.

* Compare this "fringe" with "Saucer's" edges.

Might be from Amazing Map. or Tate Fantastic?

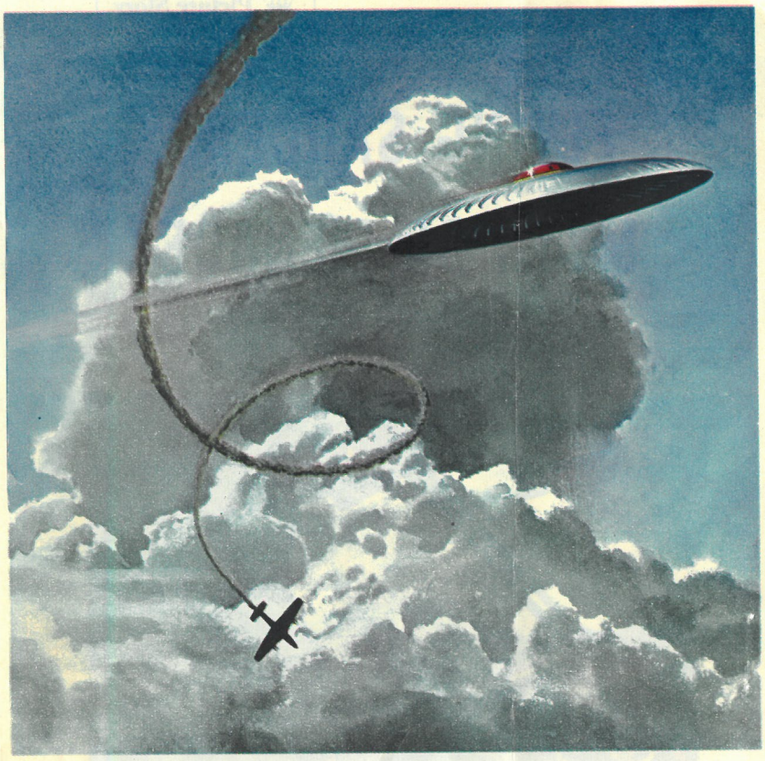
Picture Story

FLYING SAUCERS: MYTH OR MENACE?

by LAWRENCE ELLIOTT

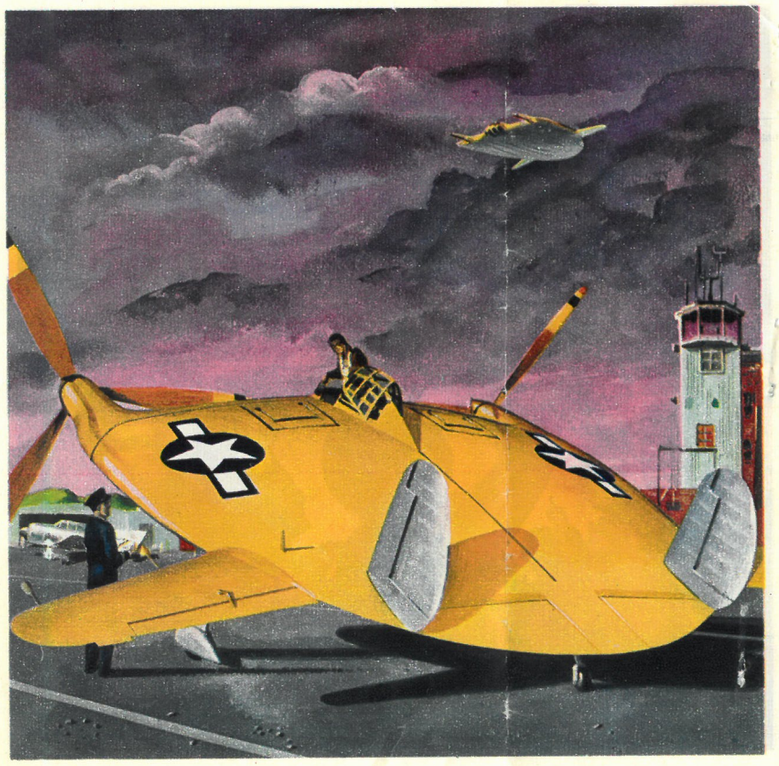
ILLUSTRATED BY REN WICKS

IT ALL BEGAN on a sparkling day in 1947. Businessman Kenneth Arnold, flying his plane past Mt. Rainier, saw a strange line of disc-like aircraft sweeping by with incredible speed and in perfect formation. They looked like flipped saucers in flight, he said later. Soon, the nation was deluged with reports of other unaccountable objects in the sky. Some called it mass hallucination. Others were sure the craft came from another world. There has, as yet, been no definitive explanation. So far, the answer lies hidden in the vast, trackless sky above.



It first appeared over Madisonville, Kentucky, in the early afternoon of January 7, 1948. State police called Fort Knox: "One of those flying saucers just flew over, headed in your direction." A few minutes later a lookout at nearby Godman Air Base spotted a red glow in the sky. It was then that Capt. Thomas Mantell got the order that sent him to his doom: "Investigate!" Roaring up to 18,000 feet, the pilot reported: "It looks metallic . . . of tremendous size." Then: "I'm going up to 20,000 feet . . ." That was his last message. Later in the day his shattered plane was found near Fort Knox. The Air Force guessed that Mantell had chased the planet Venus into the sky until he blacked out. But what of the other officers at Godman who had seen the "thing"? And wouldn't an experienced flier have recognized the oncoming effects of oxygen blackout, and descended? What was it, then, that killed Mantell? Fifteen months after his death came the official report: "The mysterious object . . . is still unidentified."

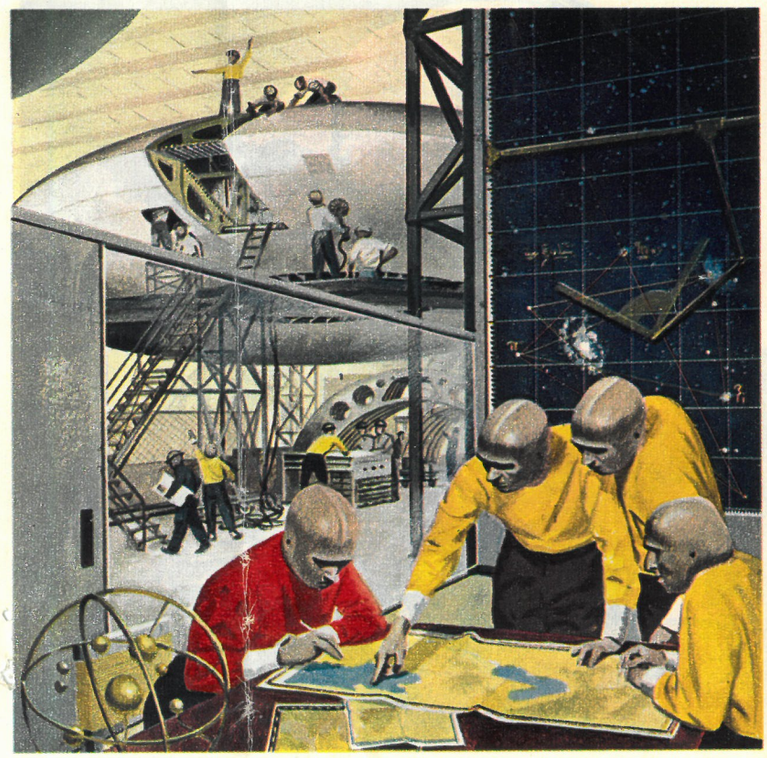
The sightings continued unabated. On the evening of April 27, 1950, Capt. Robert F. Manning, veteran TWA pilot, spotted a fiery red ball in the sky. Puzzled, he nudged his copilot, Robert Adickes: "What do you make of that?" Adickes looked, reached for his microphone and called Chicago: "Ask ATC if there's any traffic near us?" Back came a negative answer. Quickly Adickes alerted the passengers, while Manning tried to sneak up on the mysterious red craft. It was no use. No matter which way he turned, the fast-flying disc eluded him and, in the end, simply vanished into the night. When they landed, the fliers made a full report: never before had a saucer-viewer been solidly backed by 21 witnesses. Now the nationwide sightings reached a peak. Fireballs, discs and projectile-like flames were reported over areas as widely separated as New Mexico, Alaska and Korea. And more than one amateur photographer had an enduring pictorial record of what many persisted in referring to as mass hysteria.



Reporters crowded into the summer White House at Key West. A magazine had just revealed that the flying saucers were really a revolutionary Navy aircraft, and word had gotten around that President Truman would make a statement. Was the mystery solved at last? Into the room strode a press secretary: "Gentlemen, the President has asked me to tell you that he knows nothing of any flying saucers being developed by this or any other country. We know nothing to support these rumors." Immediately a new flood of theories was unleashed: if the saucers weren't ours, that proved they came from another planet; they were really weather balloons; according to a respected astrophysicist, they were "optical ghosts," caused by a displacement of warm air. Whatever they are, sightings are constantly being reported—even on radar screens. Hidden somewhere in the skies from which the saucers come and into which they vanish, lies the answer. Some day soon, the truth may break in the greatest news story of all time.

Soon, the inevitable question arose—could it be that the saucers came from Russia? Leo Bentz, a pioneer auto-builder, came forth with an answer: Almost 20 years before, he had witnessed a secret demonstration of crude, saucer-like craft. Their designer? An inventor named George De Bay, who had made detailed blueprints for space ships that would skip through the air like a flat stone. Where was De Bay now? No one knew, but Bentz made an ominous guess: "It is my belief that George De Bay went to Russia before the war and is still there." Instantly, a storm of controversy arose: "The Russians are using saucers to ferret out our deepest military secrets," said some. "If the Russians did have such a craft," replied others with heat, "they certainly would not be foolish enough to fly it over the U. S. and risk it falling into our hands if it crashed." In the end, the consensus was that the Russians were hardly equipped to have made such radical aeronautical progress, and men of science turned to other theories.

On January 22, 1948, the Air Force assigned technicians to probe into some 270 saucer-sightings. On October 1, 1948, Lt. George F. Gorman pursued a light through the skies until it finally eluded him at 14,000 feet. On December 26, 1949, a balloon expert averred that the flying discs bore observers from the planet Venus. On December 27, the Air Force terminated Project Saucer, attributing the sightings to "a mild form of mass hysteria." The very next day, residents of Hamlet, North Carolina, spotted another odd-shaped craft in the sky. By now, the whole nation was asking: Are the saucers real? Where in the world—or out of it—do they come from? One group insisted that atomic explosions had disturbed a lost race of men who lived in Polar caves. These underground men, flying magnetically controlled craft, were trying to discover what had set the earth a-tremble. And even as people gasped at theories that dwarfed even the most lurid science fiction, new saucer reports poured in—and new theories poured out.



Between Earth and the planet Venus, some now said, seven mysterious "planes" travel through space. One of them, according to the Borderland Sciences Research Associates, is Etheria. Until now its very existence has eluded ordinary scientific investigation. Only when atomic blasts on Earth attracted their attention, did the Etherians evidence interest in us. In space ships whose outer skin was wrought of a metal tougher than steel, they flew along magnetic lines of force into the atmosphere of Earth. We saw their craft at night as flashing fire balls of red and green. We saw them by day as discs that flew at incredible speeds and executed fantastic maneuvers. Troubled and confused, we dubbed them Flying Saucers and went to weird lengths to explain their existence. We failed utterly to recognize the truth. Such is the elaborately worked-out theory of the Borderlanders. Does it hold up? Until there is a definitive report on the saucers, the Etherians can appeal to our credibility as well as anyone—or anything.

Midway through 1950, new coals were heaped on what had developed into a nationwide debate. In a book called *Behind the Flying Saucers*, author Frank Scully took a stand, not on the shifting sands of theory but on what he claimed to be the hard ground of fact. Quoting an anonymous scientist, Scully described the eye-witnessing of a grounded saucer—as well as its crew of 16—deep in the New Mexican desert. Its occupants were men no taller than 42 inches, who wore dark blue uniforms. They were all dead. The craft was 99.9 inches in diameter and had a cabin 72 inches high. All other measurements were divisible by nine. It bore radios no larger than a cigarette package, no weapons, and was covered with a tough, heat-resistant metal. Later, the same scientist saw three other such craft. Where did they come from? The unnamed observer was certain that the answer was Venus. Was there any reason to believe that Scully had daydreamed his fantastic story? To date, no one has disproved any part of it.

SECOND PICTURE SHOWS SAUCER MOVING AWAY. NONE OF TRENT'S NEIGHBORS SAW SAUCER, BUT HIS WIFE DID AND BACKS UP WHAT HER HUSBAND SAYS

LOOKING SOMEWHAT LIKE A CHINESE COOLIE HAT, THE SAUCER HOVERS OVER TRENT'S FARM. HE ESTIMATED THAT IT WAS 20 TO 30 FEET IN DIAMETER

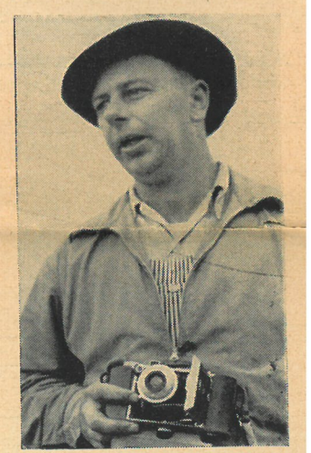
Life June 26/50

FARMER TRENT'S FLYING SAUCER

Farmer Paul Trent of McMinnville, Ore. is a frugal man. Last winter he bought a roll of film for his camera and shot a snow scene. One month later he took a picture of a weeping willow in his front yard. Last May 11 he saw a flying saucer above his house and made two pictures of that. On Mother's Day he used up the last three negatives on his roll at a family picnic. Then he got the film printed up.

Somebody told Trent he ought to show the two flying saucer pictures to the editor of the weekly McMinnville *Telephone Register*. The editor thought the pictures were pretty good and printed them on page one together with everything Trent had to say about the saucer—that it shone like silver, made no noise nor smoke and after a minute or two whisked over the horizon to the northwest.

Herewith LIFE prints Farmer Trent's pictures. No more can be said for them than that the man who took them is an honest individual and that the negatives show no signs of having been tampered with, although there are people who would say that the object looks like the lid of a garbage can. If any other flying saucers turn up, Farmer Trent will photograph them if he can, and we may get a look at the pictures sometime around next Christmas.



FARMER PAUL TRENT

VOLUME XXVIII—No. 14 U.S. News & World Report WASHINGTON, D. C.

FLYING SAUCERS—THE REAL STORY: U.S. BUILT FIRST ONE IN 1942

Jet-Propelled Disks Can Outfly Other Planes

Observers of "flying saucers" aren't just seeing things. They're real—aircraft that conform to accepted laws.

Sky disks, manned by regular pilots, can hover aloft, spurt ahead at tremendous speed, outmaneuver conventional craft.

No official announcements are being made yet. But about the only big secret left is who makes them. Evidence points to Navy experiments.

The real story on "flying saucers" is finally coming to light. What the saucers are, how they operate, and how they have been tested in U. S., all can be told in detail at this time.

That story, without violating present security regulations, points to these basic conclusions by engineers competent to appraise reports of reliable observers:

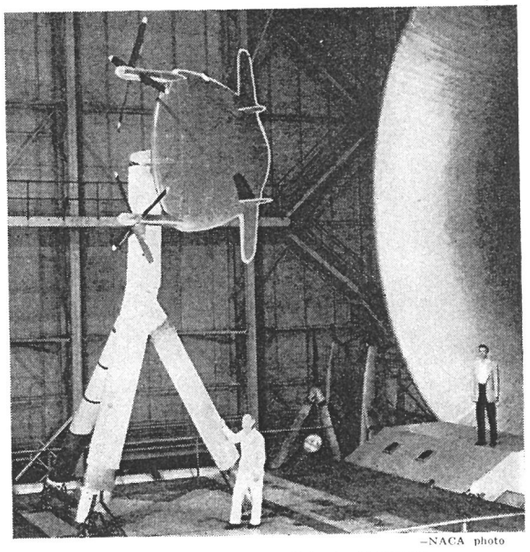
Flying saucers, seen by hundreds of competent observers over most parts of U. S., are accepted as real. Evidence is that they are aircraft of a revolutionary type, a combination of helicopter and fast jet plane. They conform to well-known principles of aerodynamics. An early model of these saucers was built by U. S. engineers in 1942, achieved more than 100 successful test flights. That project then was taken over by the Navy in wartime. Much more advanced models now are being built. Just where present saucers are being built also is indicated by evidence now available.

In more detail, the story pieced together from nonsecret testimony of responsible U. S. scientists, private observers and military officials, is this:

Early models of the flying saucer, pictured on this page and the next, were built by U. S. Government engineers of the National Advisory Committee for Aeronautics. Similar flying-saucer projects were begun in Germany and Italy at the same time, in 1942.

The first U. S. model, designed by Charles H. Zimmerman, of NACA, was elliptical in shape, powered by two piston engines and driven by twin propellers. It had a maximum speed between 400 and 500 miles an hour. More important, it could rise almost vertically and its minimum speed for landing was only about 35 miles an hour, a great advantage in military and naval aircraft. And it was far more maneuverable than conventional military planes.

Idea behind those original flying-saucer projects, both in U. S. and abroad in Germany and Italy, was to overcome basic drawbacks of conventional aircraft by new techniques. A plane that could rise almost straight would not need long airfields, could be used from any cleared area just behind front-line troops or from the deck of any Navy combat ship. If that plane, in addition, had great speed and more maneuverability, it could probably outfly any conventional aircraft. In United States, the first model seemed to fulfill these requirements, but the lessened stability of the wingless craft required more research.



—NACA photo

U. S. 'SAUCER'—1942 MODEL
. . . a combination of helicopter and fast jet plane

Present flying saucers apparently have overcome this problem of stability by use of very advanced design. An analysis of reports submitted by competent observers show this:

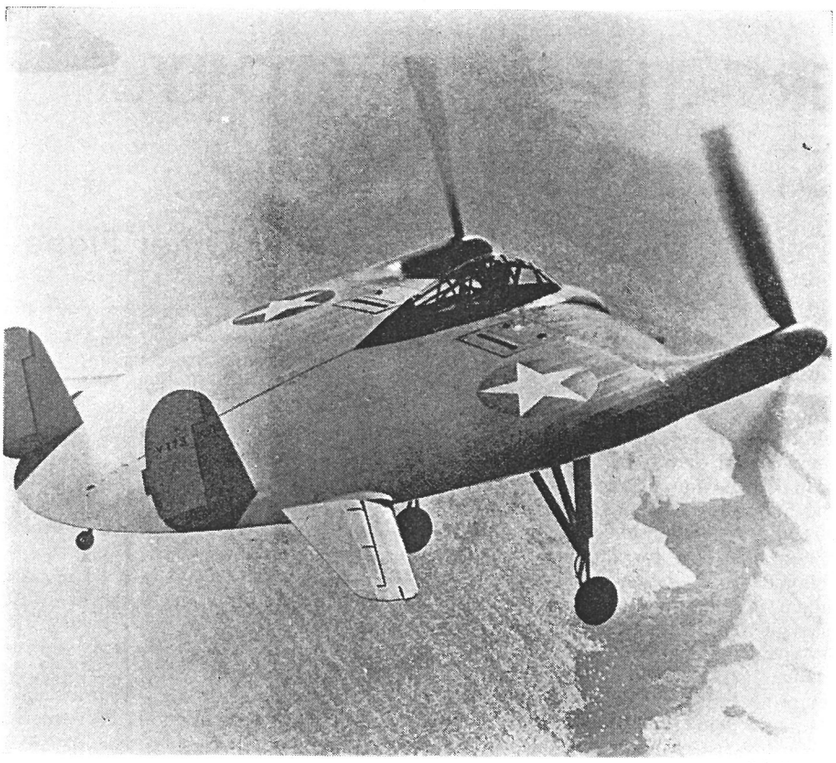
What they look like, first, is described in well-documented accounts. Those accounts show saucers to be exactly 105 feet in diameter, circular in shape. They have what appear to be jet nozzles arranged all around the outer rim, just below the center of gravity. They are made of a metal alloy, with a dull whitish color. There are no rudders, ailerons, or other protruding surfaces. From the side, the saucers appear about 10 feet thick—there are no exact measurements from this angle in publicly available accounts. They are built in three layers, with the center layer slightly larger in diameter than the other two.

That is the picture agreed on by qualified observers of saucers in flight—commercial aircraft pilots, fighter pilots who have chased these aircraft, trained airplane spotters, high-ranking Army and Air Force officers. It is backed by exact measurement made by a group of scientists last April near White Sands Proving Ground base, with instruments set up to observe high-altitude balloons, who suddenly observed a saucer and tracked it for several minutes, thereby getting reliable data on its size, speed, altitude and maneuverability.

How they operate now can be told in some detail, too. Based on this description, the probable technique used by current saucers is explained by a top-level Government aeronautical engineer in this manner:

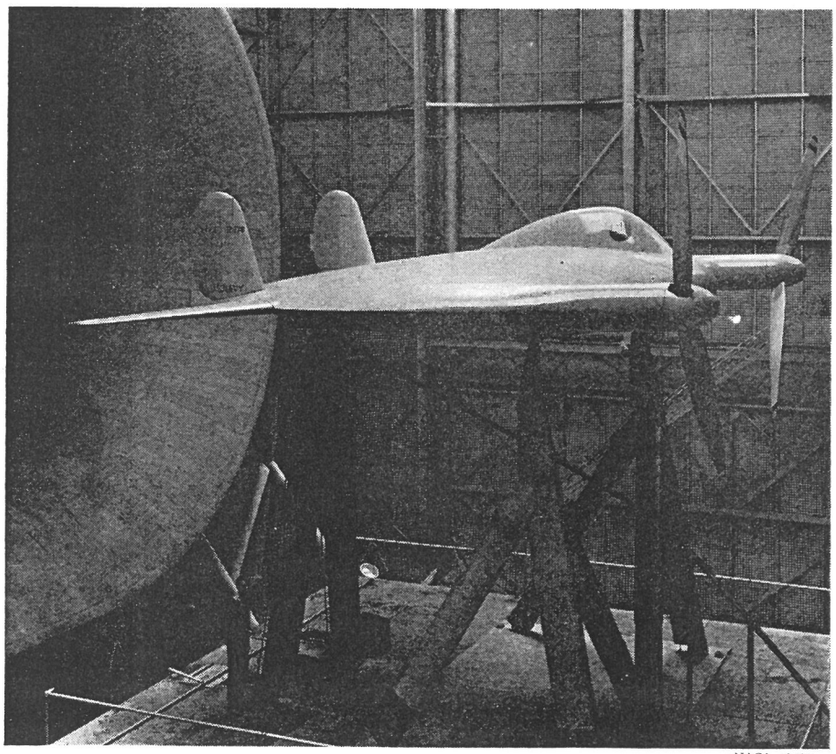
Power for these aircraft, at their present stage of development, obviously is supplied by jet engines. Each saucer appears to have a series of variable-direction jet nozzles around its rim, with a complicated central control system. Fuel used is unknown—the exhaust flame has been observed to be red-orange in some cases, blue in others, miss-

FACT: THESE DESIGNS, AND LATER ONES ARE REAL



—U. S. Navy

DISK-LIKE NAVY FLOUNDER PROJECT WAS 'DROPPED'



—NACA photo

MOCK-UP OF EARLY MODEL IS TESTED IN WIND TUNNEL
. . . latest models are circular, faster, more maneuverable

ing in still others. The saucers appear to have the power to "coast" long distances, thus saving on fuel consumption.

Direction of the aircraft and its velocity, in turn, evidently are controlled by the angle at which the jet nozzles are tilted, the number operating, the power applied. By choosing which nozzles to turn on or off and the angle of tilt, the pilot could make the saucer rise or descend vertically, hover, fly straight ahead, or make sharp turns. A right-angle turn, for example, could be made by turning off the rear jets, turning on the side and front nozzles. Great speed can be obtained by focusing to the rear all nozzles in the after half of the aircraft. With all nozzles pointed downward, the saucer could rise straight off the ground, and, with less power, could descend the same way.

That is the explanation, based on accepted principles of aerodynamics, given by an authoritative engineer as the likely answer to how these saucer aircraft operate. As evidence that this explanation is correct, there are these actual cases of publicly observed saucer behavior:

Rows of window-like openings around the rims of saucers traveling at more than 500 miles an hour are mentioned in several documented reports. In all cases, these "windows" glowed as if they were jet-nozzle openings. The most recent of these reports was made last month by two experienced pilots of the Chicago and Southern Air Lines, who passed within 1,000 feet of a saucer traveling over Arkansas. Another similar report was made by two Eastern Air Lines pilots who narrowly missed colliding with a saucer in July, 1948, while flying a DC-3 over Georgia.

Saucers' ability to hover in mid-air, accelerate at tremendous speed, and then rise almost vertically is described in several reports, one documented by Air Force officers at Fort Knox, Ky. That saucer, seen by dozens of officers at the post, was chased by three military pilots flying fast F-51s. The saucer quickly outmaneuvered the planes.

Speed of one saucer was measured by ground instruments in the White Sands case at well over the speed of sound, indicating the use of a number of jet engines. Cruising speed has been estimated in other cases at 200 to 600 miles an hour.

What it all adds up to is this: Flying saucers being observed in many parts of the U. S. are not mysterious visitors from Mars. They are actual planes, soundly engineered on principles developed by U.S. in wartime. By using this new design, they can do things that no conventional aircraft can be expected to approach.

Who's building the saucers now being observed in test flights over U. S.

is not yet publicly disclosed. It cannot be proved until a public announcement is made or until a saucer crashes away from its home base—which is highly unlikely because of its jet helicopter action that makes take-offs and landings almost completely safe. But there are these factors that point to an answer:

Official inquiry by the Air Force, in the face of overwhelming evidence that the saucers are real, was called off last December. This indicates clearly that top Air Force officials know where the saucers originate and are not concerned about them, as they would be if these aircraft were from Russia or Mars. These officials, at the same time, denied emphatically that a secret Air Force project is responsible.

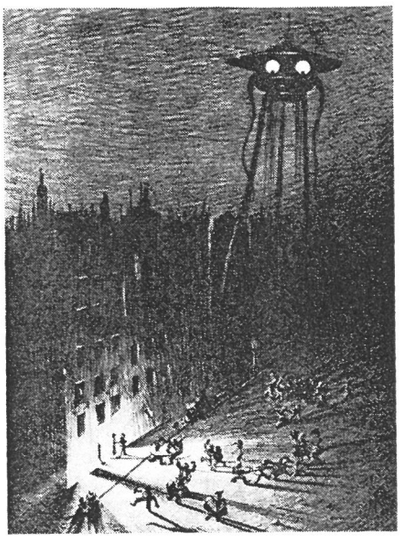
Best use of fully developed saucer aircraft, however, could be made in wartime not by the Air Force, but by the Navy. All fleet operations now require an air cover, even in antisubmarine warfare, and a plane that can rise like a helicopter could be used from any Navy combat ship, not only from big, expensive aircraft carriers. It was for that reason that the first U. S. flying saucer was purchased by the Navy after the original model was tested in 1942. That first full-size aircraft, built by Chance-Vought, was thoroughly tested by Navy engineers. Then a statement was released that this project had been dropped. Early experimenting with saucers, thus, centered in the Navy.

Big spending on missile aircraft centers in the Navy now, too. More than twice as many dollars were spent by the Navy last year as by the Air Force on secret guided-missile research. There is no public accounting for these millions, the only Government funds aside from atomic-energy dollars that still are being spent with great secrecy.

Surface indications, then, point to research centers of the U. S. Navy's vast guided-missile project as the scene of present flying-saucer development. That project has the scientists, the engineers, the dollars, the motive, and the background of early Navy development of saucer-type aircraft. This likelihood will remain, despite any future denials by the Navy front office, until secrecy is lifted on the big missile program.

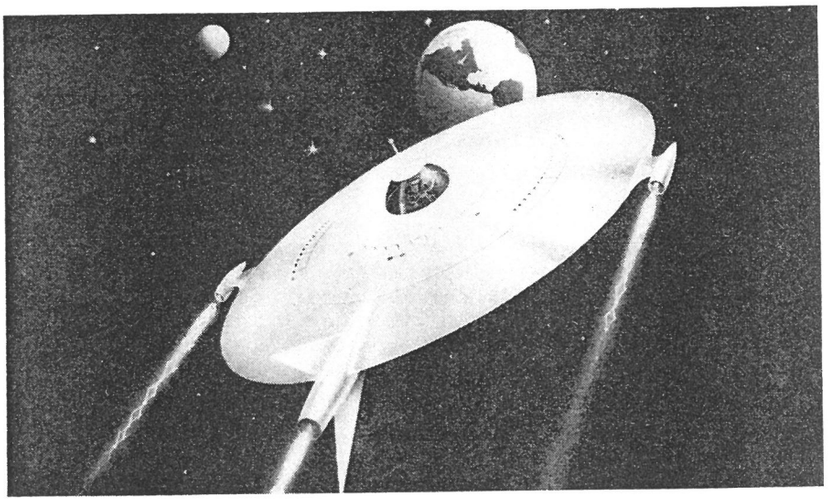
But, regardless of just where these saucers are being built now, the evidence points to a U. S. development that will mean a radical change in aircraft design in coming decades. In war, this combination of helicopter and fast jet plane will easily outfly any present types of military aircraft. In peacetime, the safety of a nearly crash-proof aircraft may be expected to revolutionize civil air transport. It all points to a big advance in the science of flying.

FANCY: SPACE SHIPS, MONSTERS, MARTIANS, MAYHEM



NOCTURNAL 'INVASION'

SURPRISE PACKAGE FROM MARS



A PLANE DESIGNER'S DAYDREAM

HOME-MADE SAUCER

?????

—photos from Bettman, Acme, Wide World

The real thing is strictly a one-planet proposition

THE FLYING SAUCERS— FACT OR FICTION?

By CURTIS FULLER
Editor of FLYING

When observers as experienced as airline pilots say they've seen strange objects in the sky, they deserve a respectful hearing.

THE night of March 31, 1950, was dark and clear. The Chicago and Southern Air Lines DC-3 had taken off a short while before from Memphis airport for a regularly scheduled flight to Little Rock, Ark. Off in the distance Capt. Jack Adams, 31, a veteran of 7,000 hours and seven years on the airline, could see the glow of lights that meant Little Rock, 40 miles away.

"There was only a small piece of moon showing," Adams said. "Our altitude was about 2,000 feet. Visibility and ceiling were unlimited. We could see 20 or 30 miles easily."

In the right hand seat was Co-Pilot G. W. Anderson, Jr., 30, a 6,000-hour veteran. Anderson and Adams knew the route perfectly, had flown it many times together.

At exactly 9:29 p.m. Adams' attention was caught by a lighted, fast-moving object. "My God, what's that?" he asked.

Anderson looked up. "Oh no, not one of those things!" he said.

Unfortunately for his peace of mind it was "one of those things."

The editors of FLYING have followed and investigated reports of "those things" for just short of three years—ever since Kenneth Arnold, a businessman-pilot and himself a contributor to FLYING, started the great modern flying saucer controversy on June 24, 1947.

Since then we have talked with men who believe they have seen flying saucers, with men who are equally sure they haven't, with Air Force investigators, with psychologists. For nearly three years no editor of FLYING has visited an Air Force base or talked with an Air Force officer without asking "What do you know about the flying saucers?"

The results, as you may suspect, have not been very fruitful. The answer has almost invariably been an unyielding:

"There isn't any such thing."

And yet in the minds of the editors there has always remained an unsatisfied, nagging doubt. If there isn't any such thing, what did Captain Jack Adams and First Officer G. W. Anderson, Jr., see?

Up to the time of issuing its first report about a year ago, the Air Force's Project Saucer had investigated 240 domestic and 30 foreign saucer incidents. FLYING has in its own records reports of more than 40 saucer sightings.

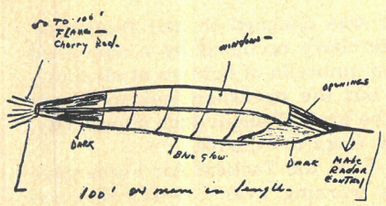
Most of the reports are from crackpots and come under what psychologists call "hallucinatory phenomena." But the crackpot reports do not detract from the validity of reports from qualified observers any more than the existence of medical quacks proves that trained doctors are also quacks.

We have in our files enough material to write a book on flying saucers—a strange compilation, indeed, of "things that don't exist." Several (*Continued on page* 59)

AIRLINE PILOTS' OWN SKETCHES OF WHAT THEY SAW

CAPT. C. S. CHILES

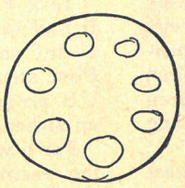
The strange object seen by Eastern Airlines' Capt. Chiles is the only one reported by airline pilots that had the traditional rocket shape and appeared to have jet exhaust.



1948

CAPT. JACK ADAMS

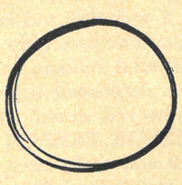
C.&S.'s Pilot Adams would not swear that the ship he saw had circular shape indicated, but the circular arrangement of "portholes" seemed to indicate that it was a disc.



1950

CAPT. ROBERT ADICKES

Imagine a disc, 10 to 20 per cent as thick as it was round and the size and color of an orange at 20 feet —that describes the object observed by TWA's Adickes.



1950

Flying Saucers

(*Continued from page* 17)

of the accounts are more interesting and inexplicable than those described in this article, but we have confined this to only four reports.

All involve sightings by airliner crews —in each case by both pilots and co-pilots. We have confined the descriptions of saucer sightings to these four accounts because we know that airline pilots are trained observers. They are used to watching and interpreting sky phenomena and would be less likely to err in their reports than any other group we could think of.

No editor of FLYING has ever seen a flying saucer. But we adopt the position of Dr. Frank K. Edmondson, director of the Goethe Link Observatory of Indiana University at Bloomington.

"I have never seen a flying saucer," said Dr. Edmondson, "but after you discount all these explainable reports, there is a residue left that I cannot explain."

The sightings by airline pilots are part of that residue, and the strange craft that Captain Adams and First Officer Anderson saw near Little Rock last March was one of those unexplainable phenomena.

"It was about 1,000 feet above us and about a half mile away," Anderson told intelligence officers. "It zoomed at terrific speed (perhaps as much as 700-1,000 m.p.h.) in an arc ahead and above us, moving from south to north . . .

"This object remained in full view for about 30 seconds and we got a good look. It had no navigation lights, but as it passed ahead of us in an arc we could plainly see other lights—as though from eight or 10 lighted windows or ports—on the lower side.

"The lights had a fluorescent quality. They were soft and fuzzy, unlike any we'd seen before. The object was circular, apparently, and the lights remained distinct all the time it was in our view. There was no reflection, no exhaust, and no vapor trail. That's definite."

Captain Adams added that "there was a bright white light flashing intermittently from the top of the thing. The speed attracted our attention first, that and the blinking light. It was the strongest blue white light we've ever seen."

As the object passed, its underside apparently was then exposed to the pilots because the blue-white light was obscured. The object then continued in a straight line and disappeared.

"I've been a skeptic all my life, but what can you do when you see something like that?" Adams said. "We both saw it, and we were flabbergasted."

The night was so dark that neither Adams nor Anderson could detect any dark or solid outline to the object. They assume that it was circular only because the lighted "portholes" were arranged in a circle.

The two pilots told a Memphis Press-Scimitar staff writer:

"We tried not to be too fantastic in making our report. We sort of figured on the short side of everything. We never had been interested in these things before. In fact, frankly we did not believe in them.

"The thing was not a shooting star or a comet. We know a comet, and we see shooting stars between Memphis and Houston all the time."

★ ★ ★

It was 2:45 early one July morning in 1948. An Eastern Airlines DC-3 piloted by Capt. Clarence Shipe Chiles and co-piloted by John B. Whitted, was tooling along at 5,000 feet about 20 miles southwest of Montgomery, Ala., en route from Houston to New York.

The moon was bright and there were scattered light clouds. Thunderstorms had been reported en route and Chiles and Whitted were watching faint flashes of lightning way up ahead.

"We had our eyes focused on the point from which the thing came," Chiles told Louis Blackburn, of the Houston Press. "From the right and slightly above us came a bright glow and the long rocket-like ship took form in the distance.

" 'It's a jet job,' I said to Whitted.

"Then it grew larger and pulled up alongside. It appeared to be about 100 feet long with a huge fuselage three times as large as that of a B-29.

" 'It's too big for a jet, but what the devil is it?' said Whitted.

"There were two rows of windows and it appeared definitely to be a two-decker. The lights from the side were a ghastly white, like the glow of a gas light—the whitest we'd ever seen.

"There was a long shaft on the ship's nose that looked like it might have been part of radar controls. The ship acted that way too, for just after it pulled alongside us it whipped quickly upward at a very sharp angle."

Both craft veered to their respective left. The mystery ship passed about 700 feet to the right and above the airliner. "Then, as if the pilot had seen us and wanted to avoid us, it pulled up with a tremendous burst of flame from the rear and zoomed into the clouds, its prop wash or jet wash rocking our DC-3."

The wingless craft gave the impression of having a pilot's cabin at the front of a cigar-shaped fuselage. The cabin was brightly lighted but the fuselage itself approximated the brilliance of a magnesium flare.

"We saw no occupants," Chiles said. "From the side of the craft came an intense, fairly dark blue glow that ran the entire length of the fuselage, like a blue fluorescent factory light. The exhaust was a red-orange flame, with a lighter color predominant around the outer edges."

Both Chiles and Whitted agreed that the exhaust flame extended 30 to 50 feet behind the object and became deeper in intensity as the craft pulled up into a cloud. They estimated its speed as being about ⅓ faster than ordinary jets—that is, 700 to 900 m.p.h.

Immediately after the ship disappeared, Chiles turned the controls over to Whitted and rushed into the cabin to find out if any passengers had seen the object. He found all the passengers asleep except C. L. McKelvie of Columbus, O.

"I remembered saying to myself 'That's

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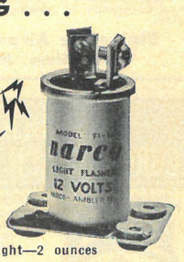

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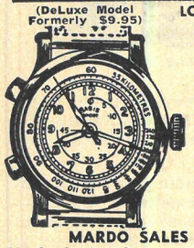

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the queerest lightning I've ever seen,' and I pressed closer to the window to see it," McKelvie said. "I was amazed at the brilliance of the flash of light."

McKelvie realized it was not lightning when the "light" flashed past in an unbroken line to disappear in a cloud. "It was much redder in color than lightning," McKelvie said. He did not, however, see any form of a ship.

The light from the object was so brilliant, indeed, that it caused "lightning blindness" to both pilots. They had to turn up their cockpit lights to read the instruments.

★ ★ ★

Nine circular disc-like objects were sighted by a United Air Lines plane west-bound from Boise, Ida., to Seattle, Wash., on July 4, 1947—just a few days after Kenneth Arnold reported the first chain of "discs" over the state of Washington.

There had been many other reports of "flying saucers" in the northwest but most persons were skeptical. "I'll believe 'em when I see 'em," said Capt. E. J. Smith of United Air Lines Flight 105. The plane took off at 9:04 p.m. and was only eight minutes out of Boise when Smith and his co-pilot, First Officer Ralph Stevens, saw five disc-like objects in "loose formation."

At first they mistook the objects for aircraft and blinked their lights as a warning. It was a dimly twilighted sky and they could see the objects silhouetted clearly. The two pilots called Marty Morrow, stewardess, to the cockpit to certify that they were actually seeing the discs and she too saw them.

Then they caught sight of four more of the objects, three clustered together and a fourth flying "by itself, way off in the distance."

"The discs were flat and roundish," Smith and Stevens said. "They definitely were not aircraft. But they were bigger than aircraft."

★ ★ ★

The most recent "flying saucer" sighting by an airliner was on the night of April 27, 1950, when occupants of a Trans-World Airline plane en route to Chicago saw a "round glowing mass" in the air as they flew over South Bend, Ind.

Capt. Robert Adickes, the pilot, and First Officer Robert Manning had the object in sight for six or seven minutes as it overtook their plane at about 2,000 feet and cruised along a parallel course. Adickes has been flying for 13 years and has been a TWA captain for six years.

He is a cautious man and is reluctant to say that he saw a "flying saucer." To him it was an "object" or a "guided missile."

"I had just had my dinner and was wide awake," says Adickes, "when this object flew alongside. It was definitely round, with no irregular features at all, and about 10 to 20 per cent as thick as it was round. It was very smooth and streamlined, and glowed evenly with a bright red color as if it were heated stainless steel. It was so bright it gave off a light. It left no vapor, no flame. It appeared to fly on edge, like a wheel going down a highway.

"I went back to show the passengers. Most of them saw it but they couldn't see it as clearly as we [pilot and co-pilot] did because cabin lights were on and their eyes weren't adjusted to darkness.

"I called South Bend air traffic control and asked if they had any record of unusual craft in the vicinity. They didn't."

Adickes banked north in an effort to get a closer look. "It appeared to be controlled by repulse radar," he said. "As I'd turn toward it, it would veer away, keeping the same distance.

"When I turned directly toward it, it took off at a speed judged to be about 400 m.p.h., twice my speed. It went down to 1,500 feet and streaked out of sight northward over South Bend."

Adickes had talked with other pilots who claimed to have seen strange sky phenomena before he saw the object over South Bend. He is careful to say that he did not see anything that could not be explained by physics, radar, or known aerodynamic principles. He examined it as well as he could and even opened the cockpit window on the right side so that he wasn't looking through glass. Because there was nothing to compare it with he hesitates to estimate its size or distance, but compares it in size and color with an orange about 20 feet away.

"It looked something like a spinning exhaust, all aflame," said Passenger Jacob Goelzer. Another passenger, C. W. Anderson, an International Harvester plant superintendent from Springfield, O., said "It looked like a big red light bulb, fading off fast. It was moving very fast. I didn't notice any details of the red ball."

★ ★ ★

There is a surprising correlation in all these four sightings. There is the feeling by several pilots that the objects are under a kind of repulse radar control. In the two seen closest there appear to be lighted openings or "portholes."

All the objects have been seen at night, except the United Air Lines group which was seen at twilight and showed no lights. Otherwise, all objects are associated with lights, two of them with exceptionally bright white or blue-white lights, and also with softer fluorescing lights.

Three of the objects were round and disc-shaped. The fourth, that of the Eastern Airlines pilots was cigar-shaped —yet it is obvious that a disc seen on edge throughout its flight would also look cigar-shaped. None of the three disc-shaped objects showed any evidence of reaction propulsion. That of the cigar-shaped object did.

The attitude of scientists everywhere is in almost universal agreement—there are no such things as flying saucers. It is a striking fact that astronomers and physicists universally discount their existence on the grounds that they are hallucinations, but that psychologists are inclined to credit them on the grounds that they cannot be hallucinations.

Dr. Harlow Shapley, director of Harvard Observatory, says: "No evidence that flying saucers are other than natural neurotic phenomena has been received at the Harvard Observatory."

Dr. I. S. Bowen, director of Mt. Palomar

and Mt. Wilson observatories says: "We have not observed objects in the air that could not be explained as natural phenomena." And Dr. Robert H. Baker, professor of astronomy at the University of Illinois in Urbana declares: "I would say it's hysteria. I never saw a saucer, and know of no astronomer who has."

Among physicists, Dr. Arthur Jaffee an atomic scientist of the University of Chicago, suggested: "Maybe the people who see things have motes in their eyes." Dr. James Arnold, former Manhattan Project worker and a chemistry professor at the University of Chicago: "There's no evidence. People can see a lot of things—some real and some caused by the power of suggestion."

And here's what Dr. Erwin Angres, a psychiatrist replied: "Pilots, who are trained observers, are not going to be fooled very often. There may be something to the stories."

There is a striking similarity between the attitude of scientists and newspapers toward flying saucers, and toward man's first attempts to fly.

People simply would not believe that the Wright Brothers had flown. The most important reason they would not believe it was that they had been told by scientists for years that heavier-than-air flight was impossible. Dr. Simon Newcomb, the distinguished astronomer and the first American since Benjamin Franklin to be made an associate of the Institute of France, declared just a few years before the Wrights flew that flight without gas bags would require the discovery of some new metal or a new unsuspected force in nature. Rear Adm. George W. Melville, then chief engineer for the U. S. Navy, proved convincingly in the *North American Review* that the attempts to fly heavier-than-air craft were absurd.

During 1904 and 1905, the Wright Brothers conducted numerous experimental flights at Simms Station, eight miles from Dayton. They flew from Huffman Field, alongside the interurban line, and people who watched the flights from the interurban cars used to flock into the *Dayton Daily News* office and demand to know why there was nothing in the newspaper about them.

Dan Kumler, city editor, explained in 1940 why they didn't publish the stories. "We just didn't believe it. Of course you remember that the Wrights at that time were terribly secretive."

He was asked: "You mean that they were secretive about the fact that they were flying over an open field along the interurban line?"

Kumler hesitated and replied, "I guess the truth is that we were just plain dumb."

All the evidence suggests that orthodox scientists don't believe there can be such things as flying saucers because they don't behave in accordance with the conventional physics they know—just as the Wright Brothers plane did not accord with the physics of Simon Newcomb and therefore couldn't exist either.

FLYING does not have any secret sources in the Government who are able to give us confidential reports on how the saucers are powered, and who is behind them, such as one national magazine has published.

We are convinced that they have nothing to do with the Chance Vought V-173 configuration pictured on the cover of FLYING, nor with the Chance Vought XF5U (*Flying Pancake*) as stated by another national magazine. Only one of each of these airplanes was ever built, and the XF5U never even flew. The V-173 did fly but had no performance comparable with that attributed to the mysterious objects described here.

We do not believe that the saucers are a Soviet development. If the Russians did have anything so revolutionary they would hardly risk their secret by conducting training flights over the United States.

Are they then a United States development?

Airline pilots and businessmen pilots who do a lot of flying, and who talk with pilots who have seen strange objects in the sky, generally believe that they are. But if so, note these contradictions:

1. If they are indeed a secret U. S. development, that secret has been better kept in peacetime than the atomic bomb was in wartime.

2. They seem to involve a revolutionary type of fuselage, of flight theory, and also perhaps even a revolutionary type of propulsion. This seems to be the reason the physicists questioned do not believe they exist. The editors of FLYING keep well abreast of late aviation developments and know of no airframes or power plants, atomic plants included, that perform as these objects are reported to perform.

3. Like the Russians, it hardly seems likely that U. S. researchers would be experimenting with the saucers at random spots all around the country where there would always be the danger of their secrets becoming known.

4. The Government itself does not just evade answers on flying saucers. In every case it denies they exist. While certain denials are to be expected, it seems to the FLYING staff that the type of denials are fairly conclusive.

Before Project Saucer was "officially" terminated it reported that "no definite conclusive evidence is yet available that would prove or disprove the possibility that a portion of the unidentified objects are real aircraft of unknown or unconventional configuration."

This, it seems to us, is an evasion. Even taking the four reports cited here, it is obvious that skilled pilots, trained observers of sky phenomena, saw *something*. If they saw it, it must exist. They are not all victims of hallucinations despite the ready explanations of the physicists.

But what the strange phenomena are, the editors of FLYING do not pretend to know.

We can only say what they are not. They are not anything the glib radio commentators and the sensational magazines say they are. They are a mystery and a contradiction, and we know little more about what they are than when we started our investigation. But it's been interesting, hasn't it? END

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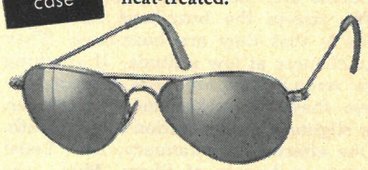

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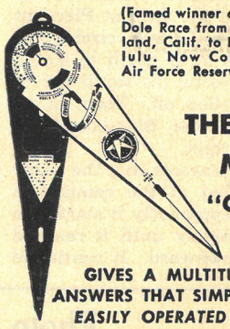

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